









aries of the *yam* were even required to give their names before admittance. The result of the trials is consequently unknown, but rumour has it that the persons adjudged were members of a Society known as the "San Tsu Ya." One of the leading spirits of the organisation has confessed to the charges made against him.

## FOOCHOW NOTES.

FOOCHOW, 25th February, 1893.  
We are pleased to learn that M. E. Frandon, Vice-Consul for France at this port, has been promoted to Consul for the Republic.

Reports reach us from the country that the scented flower plants suffered severely in the late frost, and that the flower this year will be very scarce in consequence.

The forty days rain predicted by the natives as a sure consequence of the thunderstorm which took place on Chinese New Year's day has happily not proved a very correct forecast. There has been as much fine weather as rain since.

But for the timely assistance of some passers-by, another destructive fire would have taken place in the neighbourhood of Tai Ping Lane. The supports of the roof of a house were already in flames when the fire was discovered and fortunately put a stop to it. It happened at 3 o'clock in the afternoon through the careless burning of joss-paper, and was not attributable in any way to the use of the foreign devil's oil (kerosene), so much objected to at present by the authorities.

During the last few days of the old China year an unknown man, badly dressed, was noticed by the people moving about the streets of the city and Van St. As he seemed to have no particular business of his own but was a close observer of all that others were doing, the people became curious as to who or what he might be. Their curiosity became greater when one day this stranger appeared on the scene in a family house where there was great trouble in connection with the settlement of a debt. A little girl had been seized by the hair and was being dragged off, since sixty thousand cash owing by the family was not forthcoming. Here the stranger came forward and said that he had come to pay to the father of the girl, who that was due to him. The father being absent, the stranger handed the money to the mother, explaining that his master had sent him to pay over the sum which was the husband's share of profit as partner in a business transaction. The wife thanked him and begged to be informed from whom the money came. She was told in reply that it was quite right, and she had better settle the claim made on the family at once, and that her husband would tell her himself all about the business on his return. Then the stranger left. On the husband's return he asked the wife if she had had no business transactions of any kind, and then told his wife and family that during his absence he had heard numerous stories of some benevolent person helping all those who were in trouble, and that no doubt his assistance had come from the same quarter. Since the New Year there is quite an accumulation of stories about this benevolent man who dispensed his charity in person. It is said that he was followed, and was last seen going into the Salt Commission's warehouse, and this has led to the supposition that he was the Salt Commissioner himself. Whoever he really was, many thousands of dollars were given away by him—*Echo.*

## SIAM NOTES.

Bangkok, February 24th.  
Mr. Campbell arrived by the *Eng Sang* Gun to take over the management of the Bangkok Dock during the absence of Mr. Mackay, who intends to shortly leave for Europe.

Robberies continue to grow upon up-country. Another armed gang looted a floating house in Ayutthaya last Friday, and not contented with robbing property and money, killed one of the inmates, a woman. Her husband was in running away, and only returned to find all his property missing and his wife dead on the floor.

Mr. A. Heggie, accompanied by an assistant engineer, left on Tuesday evening for the Rattabul in Mines. A large gang of coolies is on the way up to begin work at the mines. The loss of late proved so successful a speculation in the Straits and protected States that there seems no reason why the Rattabul venture should prove other than highly successful if sufficient of the coal exists to work upon.

Our good friend Macadam, the itching palm still careers along, cleaning out the stables of corruption at the Telegraph Department. Not content with placing his relatives and cheap ignoramus in position there, he places an occasional official out of harm's way and gives him time to reflect upon the evil of his ways, and the virtues of Macadam's *religion*. The last to go to a dungeon is Nai Phuan who, we presume, is to keep the unfortunate Thoreak company.

How long they are to remain behind prison bars remains to be seen, but Macadam will yet have his day of reckoning, which is nearer probably than that clever manipulator of public contracts is reckoning upon.

There is another gentleman of the same ilk and brood, holding office near the mouth of the river, and with business in the eastern provinces who, if not, must come to the end of his tether sooner than counted upon by his very good protector the only Minister of the East. His doings in connection with the French Court are fairly well-known, and sooner or later a chapter in the life of a Siamer gentleman of known tonnage and salubrious skill will come to light that may even open the eyes of his protee and dear guardian, the great Prince-Minister. The mills of the gods grind slowly, but exceedingly fine.

At the British Consulate yesterday Mr. French sentenced a "Celestial" to four months' imprisonment with hard labour for the offence of smuggling opium and breaking from custody. The Revenue officers, who were on duty on board the *Monkhu*, on hearing that the accused was said to be in possession of the "forbidden article," proceeded to the stern of the vessel in search of him, where they found him lowering a bundle into a boat. The delinquent was arrested and marched to the gaol, from which he escaped on Wednesday night, only to find himself once more in the strong arm of the law, shortly afterwards, with the result as stated above, that he was yesterday morning made to pay fine of 60 dollars, or in default three months' imprisonment, plus one month for escaping from legal custody.

Holmes' top with "chlo" new reaped and "perfumed" like a milliner, must sink into insignificance before the last additions to the Royal Railway Department. These gentle knights of the theodolite appeared in "claw-hammers" and goggles while gloves the other day at the office at Sepatoom to meet their confederates. This may be official etiquette elsewhere, but it is a ridiculous exhibition of "topper" suitably and out of place in Siam. While gloves and goggles are very well in their place, and at the Railway Department, where everything is in place, but strict attention to business, they may pass muster with the Siamer who know no better and who are indifferently impressed with garments and titles rather than men. But even the decorative element may be carried too far, without the addition of German flags and the Siamer will find that in the end they have paid dearly for the while play and claw-hammer "face" of their fat fathers and especially

ridiculous Railway Department. Fine feathers make fine birds, but they don't make good railway engineers, and judging by the sample we have to hand already we have before us fine feathers than fine birds. The Royal Contractor might take a leaf from the book of Krupp's people and even go further. When bills are to be paid and concessions to be obtained he would do worse than sport a few cheap decorations—they may be picked up cheap in the pawnshops of Bangkok—but on the new-fangled "claw-hammer" and goggles and no Siamer alive would give his claims or dream of dislodging them. *Verily, sap—Krupp Press.*

## TO FAR CATHAY.

XXI.

THE RETURN OF STEAM.  
Lieutenant Hunt, of the U.S. Navy, has told Americans lately of the days of which the old and old dogs will have to tell, when every iota of sail was carried until the fierce wind blew it from the bolt-ropes, when for weeks the leech-cuppers lay buried in the seething waters, and the flying jibboom plunged deep into the whiffed waves when the good ship *Sourabaya* of the *Star* came into port 90 days from Hongkong, and all the town gathered on the wharf to welcome the daring navigator, while the cargoes of teas and coffees were sold at fabulous prices. And there old salts still discuss the dinner given the bold captain that night, when the log of the voyage would be read, and men would sit around at hearing that in 25 days the ship had sailed over 5,300 miles, that for four days her daily run had been 341.8 miles, and that in one day she had done 375 miles, at the rate of 15.6 knots.

We, in turn, have told how the American clipper was chased off the face of the waters by the British clipper, and it but now remains, before closing our history of the trade to Far Cathay, to show how the British clipper were in turn displaced by steamers.

The first steamer seen in Chinese waters is one said to have been sent out to Macao in 1830—probably the same vessel we traced in the preceding series of articles to India. Whether it was with reference to this particular vessel is not probable, but old Canton newspapers used to contain "notice of a steamer" which was advertised as carrying "a crew, a surgeon, a band of music, and room elegantly fitted up for cards and opium smoking." To-day, two great streams of steam set to China—eastward from all the principal ports of Europe, and westward from the Pacific shores of the American continent.

Of these great lines, the P. & O. and the Messageries Maritimes are the chief, and of these two we have already described the origin and progress. The North German Lloyd came into the race so recently as 1885, and now has regular services from Bremen, calling at other European ports, to Singapore, Hongkong, and Shanghai, with a handsome Government subsidy. The Austro-Lloyd's Company has been in existence for half-a-century, but only of late years has begun to run a regular line between Trieste and Hongkong, via the Suez Canal. In 44 days a P. & O. steamer will not transport you from London to Hongkong (a mail-boat in much less time), in 36 days a Messageries steamer will transport you from Marseilles, in 43 days a German Lloyd steamer will transport you from Antwerp, and in 50 days an Austro-Lloyd's steamer will transport you from Trieste.

—to the same centre of Euro-Asian life in China. At Hongkong or Shanghai now centre all the steam lines connecting with all the open ports of China, as well as with Japan, San Francisco, and with Vancouver.

The first contact for the conveyance of the English mails by steamer to China was, as we have seen, in 1845, and it is a curious fact that not far twenty years thereafter was there established other direct steam communication between this country and Far Cathay. Indeed, it was not until 1865 that Mr. Alfred Holt's line got properly to work, with vessels steaming, without a break, from Liverpool to Mauritius, and thence to Penang, Singapore, Hongkong, and Shanghai.

The Aberdeen clipper and the other British flyers were then in their glory, and it is to be remembered that, for some time after steam appeared there was a prejudice against shipping fine teas by steamers, lest the flavour should be destroyed. The very year in which Holt's first steamer went out was also the year in which the *Arcturion* made her maiden voyage to the East, in order to race home with the 1846 tea against the *Mersey*, *Trafalgar*, *Sirius*, and *Taitung*, the mentioned in the eighth article of this series. The *Arcturion* and *Mersey* sailed on that occasion practically neck-and-neck, but the *Taitung* was fortunate in getting a smarter tug, which docked her about half-an-hour before her rival, and thereby gained the prize of ten shillings per ton.

It was this premium on the first arrival of the new season's teas that led, of course, to the racing of the China clippers every year, and it was the withdrawal of the premium that gradually destroyed the competition for speed and turned attention more to carrying-power. Premiums were no longer given, in 1856, when the *Arcturion* was added to the contract, freight was offered to the first arrival. It was raced for by the American clipper *Mary* and the English clipper *Lord of the Isles* (previously described), and was won by the latter. The racing before that had been only friendly, it was it became business. Afterward's the premium was reduced to ten per cent, at which it remained, we believe, until in 1867 it was withdrawn altogether in consequence of the bad state of trade and the altered conditions of the freight market, and in that year the *Taitung* was again the first to arrive with the *Arcturion* and score her heels. There was some dispute as to the justice of the award to the *Taitung* in the previous year, and this dispute (following upon others of the same nature) was a further reason why the premium was discontinued.

The main reason, however, was doubtless the incidence of steam, for however much tea-shippers might object to the odour of steamers, the performance of Mr. Holt's planter boats (also the publisher of the Ocean Steam Company's fleet) conveyed *highly* tea which could not be ignored. These boats were, as previously mentioned, the *Agamemnon*, the *Alexis*, and the *Achilles*, of about 1,500 tons register, and 300 horse-power each, and the *Achilles* made 300 run home in 1866 under steam from Foochow to London in 16 days 16 hours. After such a performance as that the days, or at all events the years, of the clippers were numbered, but they did not realize it and some of the best sailing ships of the world were in the early seventies. Previous to this period of time the *Achilles*, the steamer, had been taking from 75 to 80 days, but when Mr. Holt made the necessary alterations to adapt his boats to the Suez Canal soon after was opened, the *Agamemnon* came home in 43 days. Just as steam destroyed the racing, by knocking off the premium, so the Canal gave the final blow to the clippers.

The following was the tariff of freights by the P. & O. boats up to the time of the opening of the Canal—

	Per Ton.	Open Goods.	Spice.
To Bombay	10	10	15
Madras & Calcutta	20	25	30
Bombay & Calcutta	25	30	35
Of the homeward rates on Eastern cargoes we have no list, but the tea freights by the clippers			

ran from £5 to £7 per ton. These rates had handsomely when they could be combined with good outward freights to Australia. Of the homeward steamers *Arcturion* in the early seventies, after the opening of the Canal, we gave a list in a former article.

But the clippers took some time to bowl out. The *Arcturion*, to which repeated reference has been made, was designed at least in great part by Mr. Maxton, himself once a famous captain in the tea trade, and afterwards of the shipping firm of Shaw, Maxton & Co., of London. Now Mr. Maxton was much impressed with the performance of Holt's steamers already mentioned—as also of the *Erl King* and the *Dionid*, which steamed home round the Cape in less than 80 days—and began to cast about in his mind the idea of combining steam with all the sailing qualities of the clipper build.

The notion of auxiliary steamers was, of course, not a new one. We have related (in the series of Transatlantic articles) how it was first adopted by Mr. Forbes, of Boston, in the *Massachusetts* as far back as 1841, and we have seen (in the course of the present series) how it was an auxiliary screw-steamship of W. S. Liddsey & Co. that brought, in 1860, the first cargo of tea down the Yangtze from Hankow to Shanghai, and how another of the same class of vessels, the *Robert Lewis*, loaded in 1863 the first cargo at Hankow for direct conveyance to London. But these boats did not pay because their machinery and bunkers took up too much space, and their engines were not powerful enough to insure rapid running against adverse winds. In short, they were not worth the money they cost.

But Mr. Maxton thought he could improve upon them, and in 1866 he got Messrs. A. and J. Inglis, of Paisley, Glasgow, to build the *Oberon* to his design. She was a good deal larger than the usual tea-clipper of the period, and measured 211 ft. by 36 ft. by 21 ft. depth, her tonnage being 1,190. But she also cost a good deal more, and with her engines is said to have run away with over £35,000. As far as replacing the clippers, or even competing with them, however, she was a failure. Her first run home from China took 110 days, and her second 124 days, even with her engines. In fact her engines were a nuisance, as well as a useless expense, and after a trial of a couple of years they were taken out and the *Oberon* was turned into an ordinary clipper after all. But she was never run again, "the cracks," as they say, were too many, and another year or two in the China trade she became a better known as an Australian packet, like many others of her day and generation.

We have mentioned the *Oberon* as the last expiring effort to rescue the clippers from their impending doom. But even before she began her career the screw-steamer was gradually but surely winning her way, and soon after the displacement of the winged racers began a new, though short, competition of fleet steamers—*Fairplay*.

WE HAVE ABSOLUTELY CURED—A Gentleman who cured himself of Deafness and Noise in the Head, of 14 years standing, by a new method. Will be pleased to send full particulars free. Address HERBERT CLIFTON, 8, Shepherd's Place, Kennington Park, London, S.E. Eng.—[Advt.]

## NOTICES.

## Advertisements.

ZETLAND LODGE,  
No. 525.

AN EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, THIS EVENING, the 6th instant, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited.  
Hongkong, 6th March, 1893. [291]

PERSEVERANCE LODGE OF  
HONGKONG, No. 1,165, E.C.

A MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on FRIDAY, the 10th instant, at 5 for 5.30 o'clock precisely. Visiting Brethren are cordially invited.  
Hongkong, 6th March, 1893. [307]

ST. JOHN LODGE  
OF HONGKONG,  
No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 13th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.  
Hongkong, 6th March, 1893. [312]

DOUGLAS STEAM-SHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.  
THE Company's Steamship  
"HAILONG."  
Captain Roach, will be despatched for the above Ports on WEDNESDAY, the 8th instant, at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LAFLAIRE & Co.,  
General Managers.  
Hongkong, 6th March, 1893. [303]

FOR SHANGHAI.  
THE Steamship  
"ENERGIA,"  
Captain Stokes, will be despatched as above on or about SATURDAY, the 11th instant.  
For Freight or Passage, apply to  
DODWELL, CARILL & Co.,  
Agents.  
Hongkong, 6th March, 1893. [309]

RUSSIAN STEAM NAVIGATION  
IN THE EAST.  
FOR NAGASAKI AND WLADEVOSTOCK.  
With leave to Call at SHANGHAI and CHEFOO and to tranship WLADEVOSTOCK Cargo to NAGASAKI or SHANGHAI into others of the Company's Steamers.  
THE Company's Chartered Steamship  
"TRITOS"  
will be despatched as above on or about THURSDAY, the 16th instant.  
For Freight, apply to  
DODWELL, CARILL & Co.,  
Agents.  
Hongkong, 6th March, 1893. [304]

HONGKONG RIFLE ASSOCIATION.  
THE SHORT RANGE CUP AND PRIZES  
will be shot for on SATURDAY, the 11th inst. Ranges, 200 and 300 yards. Time, 3 P.M.  
The Range is reserved. Today, the 6th inst. for the use of the Navy.  
ED. ROBINSON,  
Hon. Secretary.  
Hongkong, 6th March, 1893. [305]

## Today's Advertisements.

NOTICE.  
THE following will be the RATES of PASS-AGE MONEY by the undermentioned Lines until further notice—

From Hongkong to	First SALOON.	Second SALOON.
SOUTHAMPTON	\$420	\$150
PLYMOUTH		
LONDON		
MARSEILLES		
BRINDISI	\$195	\$225
GENOA		
NAPLES		

H. H. JOSEPH,  
Superintendent, P. & O. S. N. Co.  
G. DE CHAMPEAUX,  
Agent, Messageries Maritimes Company.  
MELCHERS & Co.,  
Agents, North German Lloyd's S. S. Co.  
Hongkong, 6th March, 1893. [305]

NOTICE.  
PACIFIC MAIL STEAMSHIP COMPANY.  
OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

UNTIL further notice FIRST CABIN PASSAGE RATES by these Companies' Steamers will be as follows—  
To SAN FRANCISCO, PORTLAND, VICTORIA, VANCOUVER

To CHICAGO	\$150
To NEW YORK	\$120
To LIVERPOOL & LONDON	\$180
To PARIS	\$400 to \$418
To HAMBURG	\$390 to \$413
To BREMEN	\$400 to \$405

J. S. VAN BUREN,  
Agent.  
Hongkong, 6th March, 1893. [306]

NOTICE.  
THE INTEREST AND RESPONSIBILITY of the late Mr. THOMAS EDMUND DAVIES in our Firm CEASED on the 31st December last.

DOUGLAS LAFLAIRE & Co.  
Hongkong, 6th March, 1893. [308]

PUBLIC AUCTION  
OF  
OLD CHINESE PORCELAIN, PEKIN EMBROIDERIES AND CURIOS.

THE Undersigned has received instructions to sell by  
PUBLIC AUCTION  
ON  
SATURDAY, the 11th March, 1893,  
commencing at 2.30 P.M.  
at his SALES ROOMS, Duddell Street,  
received from Pekin direct,  
A VERY FINE AND VALUABLE COLLECTION OF

OLD CHINESE PORCELAINS, EMBROIDERIES AND CURIOS,  
Comprising—

VASES, JARS, PLATES, BASINS, &c., in 5 Colours, BLUE and WHITE, BLACK, &c., from the Ming Dynasty and the reign of K'anghi, Kienlung, to more modern dates; MING RHINOCEROS HORNS, MING SANG DE BEUF and CRACKLE VASES, MING SOOCHOW LACQUER, &c., &c.  
A VERY FINE LOT OF OLD PEKIN SILK EMBROIDERED HANGINGS, COATS and other EMBROIDERY, OLD PEKIN ENAMELLED VASES, SNUFFBOTTLES, BLUE and WHITE and FIVE COLOURED SCREENS,

AND  
OTHER CURIOS.  
Catalogues will be issued previous to Sale, and the above will be on view on Friday next.

Terms of Sale:—Cash on delivery.  
Geo. F. LAMBERT,  
Auctioneer.  
Hongkong, 6th March, 1893. [311]

AN APPEAL.  
THE SUPERIORES OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.  
The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 5th March, 1893. [310]

For Sale.  
FOR SALE.

THE Property and Establishment known as the PNEUMATIC RICE MILL, situated at CHOLON near SAIGON. The Engines are very powerful and, with three Boilers, are almost new. The Land and Buildings are extensive and the situation most favourable.  
For information apply by letter to  
WM. G. HALE & Co.,  
Saigon, 8th February, 1893. [295]

FOR SALE.  
THE Complete MACHINERY and PLANT of a SODA WATER business.  
Apply to  
D. K. GRIFFITH,  
2, Duddell Street.  
Hongkong, 14th February, 1893. [292]

THEY LEAD THEM ALL.  
THE CELEBRATED  
CALIFORNIA WINES,  
from the well-known Vineyards of Meire, KOHLER and VAN BREKLEN, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, California.

Guaranteed to be Pure and Unadulterated.  
Pure BLACKBERRY BRANDY and Fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.  
Prices forwarded on application to  
MACDONALD BROTHERS & Co.,  
Commissioned Merchants,  
No. 34, Water Street,  
Yokohama.  
Yokohama, 12th August, 1892. [296]

FOR SALE.  
THE GOOD & S. SPEKIN and S. S. K'WONG-KO.  
For Particulars apply to  
SUI KEE CHAN,  
55, Bonham Street, West.  
Hongkong, 14th November, 1892. [297]

Intimations.  
**CARMICHAEL & Co., LD.**  
RAIN COATS & UMBRELLAS.  
BUCKSKIN LEGGINGS.  
PORPOISE-HIDE WATERPROOF BOOTS,  
RACE GLASSES WITH SLING CASES.  
CARMICHAEL & CO., LTD.  
18, Praya Central, Hongkong.  
[32]

Hongkong, 20th February, 1893.

**W. BREWER.**  
HAVE JUST RECEIVED  
NEW ASSORTMENT OF  
GENTS MORROCCO LEATHER BOOTS AND SHOES.  
GENTS BROWN LEATHER BOOTS AND SHOES.  
GENTS PATENT LEATHER SHOES.  
GENTS DANCING PUMPS.  
GENTS TENNIS SHOES.

WHITAKER'S ALMANACKS.  
MARINE ENGINEERS ANNUAL AND ALMANACK.  
ENGINEERS GAZETTE ANNUAL.  
CALVERT ALMANAC.  
NAUTICAL ALMANACK, &c.

NEW PATENT COPYING PRESSES.  
NEW PATENT PLAQUES for WALL DECORATION.

**W. BREWER,**  
UNDER HONGKONG HOTEL.  
[40]

**KING WO CHEONG.**  
COAL MERCHANTS, SHIP'S COMPRA-DORERS, STEVEDORES, &c.  
Have for Sale a cargo of pure AKAIKI COAL, ex GODOWN and ex SHIP.

MR. J. W. BOYD, Superintendent at the Kowloon Dock, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.  
For full particulars as to price, &c., Apply to  
KING WO CHEONG,  
No. 32, Praya Central.  
Hongkong, 3rd February, 1893. [187]

**TAKLEMA COLLIERIES COMPANY, MOJI.**  
THIS Company having appointed the Undersigned AGENTS for their Coal, (TAKLEMA AKAIKI) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Godown, or trimmed in Bunkers, at prices to be had on application.  
Copies of Reports and Analysis to be seen in the Office of the Undersigned.  
CHEE ON & Co.,  
Sole Agents,  
Nos. 21 & 23, Lee Yuen Street, East.  
Hongkong, 25th September, 1892. [1933]

**J. D. KILEY.**  
MANUFACTURER OF  
BALLOONS, PARACHUTES, TENTS, &c.  
No. 3, JUBILEE STREET,  
Hongkong.  
Hongkong, 3rd January, 1893. [164]

**LEVY HERMANOS.**  
JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.  
Sole Agents for FINE PHILADELPHIA & Co. Geneva. A great variety in Fancy Goods and Optical Instruments.  
10, QUEEN'S ROAD CENTRAL,  
Opposite the Telegraph Office.

**G. FALCONER & CO.**  
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.  
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.  
No. 48, Queen's Road Central. [1632]

**CHS. J. GAUPP & CO.**  
CHRONOMETER, WATCH, AND CLOCKMAKERS, JEWELLERS, SILVERSMITHS, AND OPTICIANS.  
CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches, awarded the highest Prize at every Exhibition; and for Votglinden and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.  
No. 2, Queen's Road, Central. [1633]

**J. Blackhead & Co.**  
SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS.  
NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS.  
No. 7, Praya Central, HONGKONG.

SOLE AGENT FOR  
HARTMANN'S PATENT'S GENUINE  
COMPOSITION for the  
BOTTOMS OF IRON and STEEL SHIPS.  
HARTMANN'S GREY PAINT for coating the  
Insides of STEEL SHIPS.

**MOTOR LAUNCHES PATENT DAIMLER.**  
DAIMLER INDUSTRIAL MOTORS.  
TRAMWAY COACHES and FIRE  
ENGINES.

**LIFE-BUOYS, LIFE-RAFTS, LIFE-BELTS**  
1000 to 10000 of Trade Sales.

**ENGINEERS AND BLACKSMITHS**  
MACHINERY AND TOOLS  
EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK  
REASONABLE PRICES.

CARDIFF, AUSTRALIAN, and JAPAN  
COALS, supplied at the shortest notice, to  
Steamers at lowest market rates.  
Hongkong, 11th October, 1892. [100]

**EX P. & O. STEAMER "MANILA."**  
KUPPERS PILSENER BEER,  
BREWED BY THE  
BERGISCHE BRAUEREI GESELLSCHAFT,  
ELZERSFELD, GERMANY.

THIS "PILSENER" is the most popular  
GERMAN BEER in Australia, India,  
the Cape and South America.  
Samples at this Office.

**CALDECK, MACGREGOR & Co.**  
Wine and Spirit Merchants.  
Sole Agents, Hongkong & China.  
10, Queen's Road, Hongkong, 6th February, 1893. [104]

**GAIN ONE POUND A Day.**  
A GAIN OF A ROUND A DAY IN THE  
CASE OF A MAN WHO HAS BECOME "ALL  
RUN DOWN," AND HAS BEGUN TO TAKE  
THAT REMARKABLE FLAT PRODUCE.

**SCOTT'S EMULSION**  
OF PURE COD LIVER OIL WITH  
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IS NOTHING UNUSUAL. THIS PREP  
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AGAIN. PALATABLE AS MILK. EN-  
DORSED BY PHYSICIANS. THREE TIMES  
AS EFFICACIOUS AS PLAIN OIL. AVOID  
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Sole Agents for Hongkong and China:  
Messrs. A. S. WATSON & Co. (LIMITED),  
Hongkong, 2nd December, 1892.

**EX P. & O. STEAMER "MANILA."**  
KUPPERS PILSENER BEER,  
BREWED BY THE  
BERGISCHE BRAUEREI GESELLSCHAFT,  
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THIS "PILSENER" is the most popular  
GERMAN BEER in Australia, India,  
the Cape and South America.  
Samples at this Office.

**CALDECK, MACGREGOR & Co.**  
Wine and Spirit



## The Share Market.

LATEST QUOTATIONS	
Hongkong and Shanghai Bank—110 per cent, prem., ex. div., sellers.	
The National Bank of China, Ltd.—on 28.10, paid up, 35 per cent, div., sellers.	
The National Bank of China, Ltd.—Founders' shares, \$150 per share, buyers.	
The Bank of China, Japan & the Straits, Ltd.—\$1, buyers.	
The Bank of China, Japan & the Straits, Ltd.—Founders' shares, 20, sales.	
Chinese Imperial Loan of 1884 B—24 per cent, premium, sellers.	
Chinese Imperial Loan of 1884 C—5 per cent, premium, buyers.	
Chinese Imperial Loan of 1886 E—14 per cent, premium.	
Union Insurance Society of Canton—\$85 per share, sellers.	
China Traders' Insurance Company—\$57 per share, sales.	
North China Insurance—110 per share, buyers.	
Canton Insurance Company, Limited—\$100 per share, buyers.	
Yangtze Insurance Association—\$100, sellers.	
On Tai Insurance Company, Limited—115 per share.	
Hongkong Fire Insurance Company—\$350 per share, sellers.	
China Fire Insurance Company—\$32 per share, ex. div., buyers.	
Hongkong, Canton, and Macao Steamboat Co.—\$281 per share, buyers.	
China and Manila Steam Ship Company—20 per share, sales.	
Indo-China Steam Navigation Company, Limited—50 per cent, discount, sellers.	
Douglas Steamship Company—\$37 per share, sellers.	
The Ocean Launch Co., Limited—nominal.	
Hongkong and Whampoa Dock Company—70 per cent, premium, ex. div., sellers.	
Geo. Fenwick & Co., Limited—\$16 per share, buyers.	
Hongkong Hotel Company—\$21, sales and sellers.	
Hongkong Hotel Co.'s Six per cent. Debentures—\$501.	
The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.	
The Shamien Hotel Co., Limited—\$3 per share.	
Panlong Mining Co.—\$44 per share, sales and buyers.	
The Nanyang Mining Co., Limited—50 cents per share, buyers.	
New Nanyang Mining Co., Limited—10 cents, nominal.	
The Balmoral Gold Mining Co., Limited—nominal.	
Société Française des Charbonnages du Tonkin—\$50 per share, sales and buyers.	
The Jelebu Mining and Trading Co., Limited—\$81 per share, buyers.	
The Selama Tin Mining Co., Limited—4 cents per share, sellers.	
London and Pacific Petroleum Co., Ltd.—\$18, nominal.	
China Sugar Refining Company, Limited—\$158 per share, sellers.	
Luison Sugar Refining Company, Limited—\$35, nominal.	
A. S. Watson & Co., Limited—\$15 per share, sales and sellers.	
Dakin, Cruickshank & Co., Limited—\$2 per share, sellers.	
Hongkong Dairy Farm Co., Limited—\$34 per share, buyers.	
The Kowloon Land Investment Co., Limited—\$44 per share, ex. div., buyers.	
The Hongkong Land Investment Co., Limited—\$55 per share, ex. div., sales and sellers.	
The West Point Buildings Co., Limited—116 per share, sellers.	
H. G. Brown & Co., Limited—\$9 per share, sellers.	
Hongkong and Kowloon Wharf and Godown Company—\$45 per share, sellers.	
Hongkong Knive Manufacturing Company, Limited—\$100 per share, sellers.	
Hongkong Gas Company—\$105 per share, buyers.	
Hongkong Ice Company—\$64 per share, ex. div., buyers.	
Hongkong and China Bakery Company, Limited—\$65 per share, sellers.	
The Hongkong Brick and Cement Co., Limited—\$51 per share, sellers.	
The Green Island Cement Co.—\$44 per share, sellers.	
The Hongkong Electric Light Co., Limited—\$21 per share, buyers.	
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.	
The Hongkong High-Level Tramway Co., Limited—\$55 per share, sellers.	

## EXCHANGE.

On LONDON—Bank, T. T. .... 2/84	
Bank Bills, on demand ..... 2/81	
Bank Bills, at 4 months' sight ..... 2/80	
Credits at 4 months' sight ..... 2/81	
Documentary Bills, at 4 months' sight ..... 2/81	
On PARIS—Bank Bills, on demand ..... 3/41	
Credits, at 4 months' sight ..... 3/40	
On INDIA—T. T. .... 220 1/2	
On DEMAND ..... 221 1/2	
On SHANGHAI—Bank, T. T. .... 71 1/4	
Private, 30 days' sight ..... 72 1/4	

## VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Col. and Mrs. Baker.	Mr. and Mrs. Miner and maid.
Mr. H. Bandman.	Capt. Moore, R.N.
Capt. Butler, O.S.D.	Mrs. Nicol and child.
Capt. G. Callaghan.	Mr. F. A. Carl.
Mr. F. A. Carl.	Capt. and Mrs. Combe.
Capt. and Mrs. Combe.	Mr. W. Parfitt.
Capt. and Mrs. Donohue.	Mr. and Mrs. Rennie.
R.A.	Mr. A. W. Roberts.
Mr. and Mrs. Durice.	Mr. B. W. Roberts.
Mr. E. von Ewald.	Colonel Robinson.
Capt. W. H. Fawkes.	Mr. F. E. Shean.
R.N.	Genl. and Mrs. Shean.
M. Gensburg.	Miss Sim.
Hon. and Mrs. Goodman.	Mr. E. Spillings.
Col. W. H. Hallett.	Mr. A. Such.
Mr. A. Hewitt.	Mrs. L. Starr.
Mr. C. Langdon.	Capt. and Mrs. Anstruther.
Mr. G. Langdon.	Thomson, R.H.G.
Mr. J. Langdon.	Mr. and Mrs. Torow.
Mr. and Mrs. Lythbridge.	Mr. and Mrs. Warren.
Mr. and Mrs. Lythbridge.	children and maid.
Mr. V. Kofa.	Mr. H. P. Wilkinson.
Mr. W. H. R. Loxley.	Mr. McNeill.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson.	Mr. McNeill.
Mr. F. East.	Mr. E. S. Steele.
Mr. C. H. G. G.	Mr. Sparrow.
Mr. W. H. G. G.	Mr. Stephens.
Mr. Thos. Howard.	Capt. Moore.
Mr. V. Kofa.	Mr. C. L. Tomlin.
Mr. W. H. R. Loxley.	

## WINDSOR HOTEL.

Mrs. Baird and child.	Mrs. McHattie.
Mrs. Blanchard.	Miss McHattie.
Mr. J. F. Boulton.	Mr. J. R. Joyce.
Major and Mrs. Chapman.	Mr. A. M. Mearns.
Mr. S. L. Dancy.	Hon. N. G. Mitchell.
Captain N. Dodd.	Inner.
Mrs. Dodd.	Mrs. Mitchell-Jones.
Mr. W. E. Eaton, U.S.N.	Capt. and Mrs. Morris.
Mrs. Eaton.	Mr. Ch. E. Nicholas.
Mr. E. W. Eberle, U.S.N.	Mr. F. A. Norris, U.S.N.
Mrs. Eberle.	Mrs. Norris.
Master Eberle.	Mrs. Perkins.
Mr. G. Engel.	Mr. and Mrs. Pigott.
Mr. and Mrs. Evans.	Mr. F. J. Richardson.
Vice-Consul P. Gavan.	Inner.
Rear Admiral D. B. Gavan.	Capt. and Mrs. Rebeck.
Harmony, U.S.N.	Mr. and Mrs. Salabell.
Mrs. D. B. Harmony.	Mr. John Smith.
Mrs. Hauenstein.	Mr. A. M. Thomas.
Miss H. Hauenstein.	Capt. J. Tillet.
Miss A. Hauenstein.	Mr. A. Trant.
Master G. Hauenstein.	Mrs. Tufnell.
Master A. Hauenstein.	Mr. and Mrs. C. Walling.
Mr. R. M. McHattie.	

## Shipping.

ARRIVALS.	
AMIGO, German steamer, 277, A. Bendixen, 4th March.—Bangkok 24th Feb., Rice.—Wieland & Co.	
SOOCHOW, British steamer, 999, N. Martin, 5th March.—Bangkok and Koh-i-chang 24th Feb., Rice.—Butterfield & Swire.	
YIKSANG, British steamer, 887, W. Waddell, 5th March.—Manila 2nd March, General.	
Jardine, Matheson & Co.	
NECKAR, German steamer, 1,491, W. Schmieder, 5th March.—Shanghai 2nd March, Mails and General.—Melchers & Co.	
HALLOONG, British steamer, 733, J. S. Roach, 5th March.—Swatow 4th March, General.—D. LaPrack & Co.	
SUMIKAWA, British steamer, 994, C. B. N. Dodd, 5th March.—Manila 2nd March, General.—Butterfield & Swire.	
GISELA, Austrian steamer, 2,844, G. Nicolich, 5th March.—Kobe 28th Feb., General.—D. LaPrack, Sons & Co.	
POULIX, German steamer, 839, J. Gelfand, 5th March.—Saigon 28th Feb., Rice.—Tong Kee.	
CRITIC CHIEF, British ship, 1,747, C. Owen, 5th March.—New York 4th Oct., Oil.—Jardine, Matheson & Co.	
Wm. L. LACHRY, British bark, 573, Reynell, 5th March.—Rajang (Borneo) 30th January, Timber.—Gibb, Livingston & Co.	
LY-KE-MOON, German steamer, 1,438, G. Heusermann, 6th March.—Shanghai 3rd March, General.—Stiemens & Co.	
NIZAM, British steamer, 1,615, F. M. Tildard, 6th March.—Bombay 15th Feb., and Singapore 27th, General.—P. & O. S. N. Co.	
GLENNOCLE, British steamer, 3,000, Wm. E. Drake, 6th March.—London 18th Jan., and Singapore 28th February, General.—Jardine, Matheson & Co.	
KORVETZ, Russian gunboat, Commander Th. Filisoff, 6th March.—from Canton.	
MONOKUT, British steamer, 860, Chas. Stenham, 6th March.—Bangkok 25th Feb., and Koh-i-chang 27th, Rice, Teak and General.—Yuen Fat Hong.	

CLEARANCES AT THE HARBOUR OFFICE.	
Deutscher, German steamer, for Saigon.	
Wuotan, German steamer, for Saigon.	
Rio, German steamer, for Saigon.	
Zofira, British steamer, for Amoy.	
Peking, German steamer, for Shanghai.	
Chusan, German steamer, for Halphong.	

DEPARTURES.	
March 5, Krim, Norwegian str., for Hongkong.	
March 5, Phra Chom Klao, British steamer, for Swatow, &c.	
March 5, Formosa, British str., for Swatow, &c.	
March 5, Aetiv, Danish steamer, for Heliow.	
March 5, Lashan, British steamer, for Singapore.	
March 6, Lashan, British str., for Swatow, &c.	
March 6, Rio, German steamer, for Saigon.	

## PASSENGERS—ARRIVED.

Per Yikang, str., from Amoy.—32 Chinese for Amoy.	
Per Amigo, str., from Bangkok.—111 Chinese.	
Per Neckar, str., from Shanghai.—Messrs. F. Shaw and A. Koff.	
Per Hallong, str., from Fochow, &c.—Messrs. Yat Nyan, Alum (Sai), and B. Chinese.	
Per Sunghang, str., from Manila.—Mr. E. Bagnall, and 4 Chinese.	
Per Ly-ke-moon, str., from Shanghai.—Mr. H. Conly, and 37 Chinese.	
Per Nizam, str., from Bombay, &c.—169 Chinese.	
Per Glenogla, str., from London, &c.—Dr. and Mrs. Farrist and 3 children, Mrs. Conolly and 2 children, Miss Farrist, Messrs. McCracken, Sergeant and 33 Chinese.	
Per Mongkut, str., from Bangkok, &c.—11 Chinese.	

## REPORTS.

The British steamship *Yikang* reports that she left Manila on the 2nd instant. Had moderate to fresh north wind and fine weather till off the Pratas, then strong north-north-east winds and high sea up to North-East Head.

The British steamship *Hallong* reports that she left Bangkok on the 25th ultimo, and Koh-i-chang on the 27th. Had fine weather and moderate winds to Palo Obi thence to Cape Padaran had strong north-east winds and head sea thence to Cape Varella had moderate winds and fine weather. From Paracels to port had strong north-east winds and very high sea. Made fast to buoy at 4 p.m. on the 6th instant.

The British steamship *Hallong* reports that she left Fochow on the 2nd instant, Amoy on the 3rd, and Swatow on the 4th. From Fochow to Amoy had moderate north-easterly winds and cloudy weather with occasional showers. From Amoy to Swatow had light variable winds and cloudy weather. From Swatow to port had moderate east-north-east winds with cloudy overcast sky. In Swatow the steamship *Kungai*.

The German steamship *Ly-ke-moon* reports that she left Shanghai on the 3rd instant. From Woosung to Bonham Pass met with thick fog; anchored twice near the light on Steep Island for 3 hours respectively. From Steep Island to Ha-shan had northerly wind; thence fresh north-east monsoon all the way.

The British bark *Wm. La Lachry* reports that she left Rajang (Borneo) on the 30th January. The first part of the passage had strong northerly gale and dark thick weather. The middle part had fine weather. The latter part had heavy monsoon and gales with thick weather. Signalled the steamship *Mennen* at the north of the Palawan Passage.

The British ship *Critic Chief* reports that she left New York on the 4th October. Experienced a hurricane in lat. 36 south and long. 40 west, very heavy weather running the evening down force to lat. 35 south and long. 155 east; washed overboard a large quantity of deck cargo, etc.; washed the passage has been fine, especially from Australia bore.

The British steamship *Sunghang* reports that she left Manila on the 2nd instant. Had moderate to fresh north wind and fine weather till off the Pratas, then strong north-north-east winds and high sea up to North-East Head.

The British steamship *Hallong* reports that she left Bangkok on the 25th ultimo, and Koh-i-chang on the 27th. Had fine weather and moderate winds to Palo Obi thence to Cape Padaran had strong north-east winds and head sea thence to Cape Varella had moderate winds and fine weather. From Paracels to port had strong north-east winds and very high sea. Made fast to buoy at 4 p.m. on the 6th instant.

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## Post Office.

A MAIL WILL CLOSE—For Saigon.—Per *Wuotan* to-morrow, the 7th instant, at 7.30 A.M.  
For Swatow and Shanghai.—Per *Tak-tow* to-morrow, the 7th instant, at 9.30 A.M.  
For Singapore, Penang, and Calcutta.—Per *Kutang* to-morrow, the 7th instant, at 11.30 A.M.  
For Yokohama and Hogo.—Per *Daphne* to-morrow, the 7th instant, at 11.30 A.M.

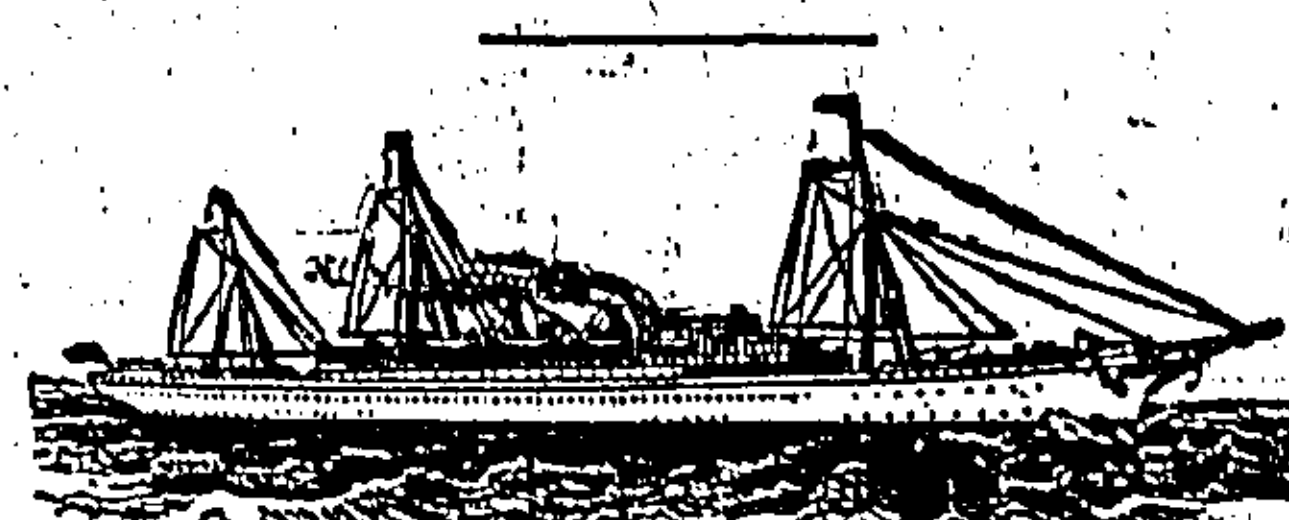
## SHIPPING IN HONGKONG.

STEAMERS.	
ALWINE, German steamer, 400, C. Petersen, 18th Feb.—Pakhoi 15th Feb., and Heliow 17th, General.—Wieland & Co.	
RENAISSANCE, British steamer, 1,285, C. K. McIntosh, R.N.R., 3rd March.—Saigon 26th Feb., Rice and Paddy.—Gibb, Livingston & Co.	
RENAISSANCE, British steamer, 1,481, J. H. Clarke, 3rd March.—Saigon 27th February, Rice and Paddy.—Gibb, Livingston & Co.	
BOMBIDA, Italian steamer, 1,550, F. Ansaldo, 4th March.—Bombay 3rd Feb., and Singapore 26th, General.—C. P. Railway Co.	
BORNEO, Dutch steamer, 1,400, J. S. Theudissen, 4th March.—Batavia 20th Feb., Sugar, Lait, Wegener & Co.	
CASS, Chinese steamer, 740, Jansen, 26th Feb.—Keelung 24th Feb., Camphor.—Order.	
CHINGTU, British steamer, 3,000, J. Inala, 1st March.—Sydney 4th Feb., Morton Bay 7th, Townsville 10th, Cooktown 11th, Thursday Island 14th, and Port Darwin 20th, General.—Butterfield & Swire.	
CHOWA, British steamer, 1,057, F. W. Phillips, 3rd March.—Saigon 24th Feb., Rice and General.—Yuen Fat Hong.	
CHUSAN, German steamer, 1,700, W. Wendt, 3rd March.—Haiphong 1st March, General.—A. R. Marry.	
DAPHNE, German steamer, 1,200, T. Voss, 3rd March.—Hamburg, and Singapore 2nd Feb., General.—Stiemens & Co.	
DON JUAN, Spanish steamer, 654, R. Beltran, 4th March.—Manila 28th Feb., General.—Brandão & Co.	
EMPEROR OF JAPAN, British steamer, 3,003, Geo. A. Lee, R.N.R., 3rd March.—Vancouver 6th Feb., Yokohama 27th, Kobe, and Shanghai 28th, General.—C. P. Railway Co.	
FAWK, British steamer, 179, Captain McIsaac, —Hongkong Government tender.	
FREIX, Danish steamer, 397, C. L. Strand, 3rd March.—Pakhoi 28th Feb., and Heliow 1st March, General.—Arnold & Karberg & Co.	
FRIGATA, German steamer, 1,400, F. Nagel, 4th March.—Kobe 26th February, General.—Stiemens & Co.	
HEBE, Norwegian steamer, 1,664, F. W. Clausen, 4th March.—Molai 25th Feb., Coe—Order.	
HIROSHIMA MARU, Japanese steamer, 2,072, H. Walter, 2nd March.—Saigon 25th Feb., Rice and Paddy.—Geo. R. Stevens.	
HOLSTEIN, German steamer, 1,103, J. Bruhl, 2nd March.—Saigon 24th February, Rice and Paddy.—Wieland & Co.	
KUTANG, British str., 1,495, W. Hall Jackson, 28th Feb.—Calcutta 11th Feb., Penang 17th, and Singapore 22nd, Opium and General.—Jardine, Matheson & Co.	
LENNOX, British steamer, 1,377, W. Ward, 2nd March.—Saigon 25th Feb., Rice and Paddy.—Dodd & Co.	
MATHILDE, German steamer, 600, P. Moos, 4th March.—Bangkok 24th Feb., Rice.—Stiemens & Co.	
MINION, British steamer, 326, B. Brandt, 3rd March.—Sandakan 26th Feb., Timber and General.—Butterfield & Swire.	
MICHAEL JESSEN, German steamer, 710, H. Schickler, 4th March.—Heliow 3rd March, General.—Wieland & Co.	
NANSHAN, British steamer, 305, J. Blackburn, 4th March.—Bangkok 25th Feb., Rice.—Hop Hing Hong.	
NINGBO, German steamer, 762, Lehmann, 3rd March.—Canton 31st Dec., General.—Stiemens & Co.	
OORIVA, British steamer, 419, 23rd May.—Singapore 16th May; laid up.—Chinese.	
PAKHOI, British steamer, 855, J. Jenkins, 19th Feb.—Swatow 18th Feb., Ballast.—Hop Hing Hong.	
PILOT FISH, British steamer, 161, A. Stapan, —Hongkong and Whampoa Dock Co.	
TACHOW, British steamer, 869, R. W. Wainwright, 4th Feb.—Bangkok 21st Feb., Rice.—Yuen Fat Hong.	
WUOTAN, German steamer, 1,016, A. Ott, 1st March.—Saigon 24th Feb., Rice and Paddy.—Lait, Wegener & Co.	
YUENSHAN, British steamer, 1,106, J. Slessar, 2nd March.—Soerabaya 21st Feb., Sugar.—Jardine, Matheson & Co.	
ZAVIRO, British steamer, 675, A. W. R. Cobban, 3rd March.—Manila 28th Feb., General.—Shewan & Co.	
ZAMBEZI, British steamer, 1,370, G. J. Edwards, 23rd Feb.—Yokohama 10th Feb., Kobe 12th, and Molai 19th Feb., Coal.—Dodd & Co.	

## RAILWAY VESSELS.

BANDWATER, British 4-masted schooner, 6,775, J. G. Jones, 11th Feb.—New York 14th October, Korosen, Oil.—Captain.	
BIRMA, German bark, 1,450, F. Hallmann, 12th Jan.—Nagasaki 22nd August, Petroleum.—Jardine, Matheson & Co.	
CHAMOWATTANA, Siam bark, 654, G. Koch, 7th Feb.—Bangkok 28th Dec., Wood.—Chinese.	
CHRONOW, British bark, 473, W. Buttle, 24th Dec.—Vancouver 10th October, Salsalwood.—Stiemens & Co.	
COLIMA, American bark, C. M. Noyes, 17th Feb.—Portland 20th Nov., and Honolulu 26th Dec., Timber and Spars.—Captains.	
HAWARD, American bark, 923, L. A. Colcord, 25th Nov.—Singapore 21st Oct., Timber.—Master.	
HILAN BREWER, Hawaiian ship, 1,516, A. V. Newell, 24th Jan.—New York 17th June, and Manila 19th Jan. Oil.—Order.	
PAPA, German bark, 748, T. W. Wainwright, 17th Jan.—Cardiff 14th Sept., Pattern Yawl and Coke.—Order.	
VIZCARRA, British steamer, 401, E. Martin, 25th Feb.—Honolulu 18th Jan.—General.—Chinese.	

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN ..... 6,000 Tons.....	WEDNESDAY, 22nd March.
EMPEROR OF CHINA ..... 6,000 ".....	WEDNESDAY, 12th April.
EMPEROR OF INDIA ..... 6,000 ".....	WEDNESDAY, 3rd May.
EMPEROR OF JAPAN ..... 6,000 ".....	WEDNESDAY, 24th May.
EMPEROR OF CHINA ..... 6,000 ".....	WEDNESDAY, 14th June.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and Call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers choice of Atlantic Line.

RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

E. HOLLOWAY,

General Agent.

Hongkong, 22nd February, 1893.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.	
China .....	Tuesday, 21st March.
Peri .....	Saturday, 28th April.
City of Rio de Janeiro .....	Thursday, 27th April.

## THE U. S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO via YOKOHAMA and HONOLULU, on TUESDAY, the 21st March, at 1 p.m., (leaving Passengers and Freight for Japan, the United States, and Europe).

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Through Tickets issued Passengers to Europe or to cities in the United States or Canada are good for transportation to the Missouri River by the Central and Union Pacific Railways only. East of the Missouri River, Passengers have the choice of various Railway lines to New York, via Chicago, St. Louis, Niagara Falls, Washington, Philadelphia, &c.

Particulars of the various routes can be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Prepayments will be received at the Office until 1 p.m. Saturday; all Parcel Prepayments should be marked to address in full of value of same is required.

Consular Invoices to accompany Cargo despatched to ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 22nd February, 1893.

## To be Let.

NO. 8, KNUTSFORD TERRACE, KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, 4th March, 1893.

## TO LET.

NEW HOUSES IN BROWN TERRACE—Bonham Road, near Ripley Point.

NO. 4, BLUE BUILDINGS.

FLOORS in Blue Buildings.

OFFICES—Second Floor, Praya Central (lately occupied by Messrs. Dunn, Melbye & Co.)

GODOWN, No. 1A, Blue Buildings.

SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental.</